

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

December 6, 2007

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
*ADOT: Dan Lance
Avondale: Kelly LaRosa for David
Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert for B.J. Cornwall
Fountain Hills: Randy Harrel
*Gila Bend: Lynn Farmer
Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

*Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA
*Street Committee: Darryl Crossman, City of Litchfield Park

*Pedestrian Working Group: Eric Iwersen,
City of Tempe
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG
Maureen DeCindis, MAG
Dean Giles, MAG
Bob Hazlett, MAG
Roger Herzog, MAG
Vladimir Livshits, MAG
Roger Roy, MAG
Steve Tate, MAG
Eileen O. Yazzie, MAG
Wang Zhang, MAG

Stephanie Prybyl, Town of Gilbert
Gary Edwards, Town of Wickenburg
Mark Hannah, Town of Youngtown
Lloyce Robinson, Town of Youngtown
Steve Dreiseszun, Citizen from the City of
Phoenix
Stephen Gould, Citizen from the City of
Scottsdale
Mike Simpson, United Civil Group
Keith Winney, United Civil Group

1. Call to Order

Mr. David Moody from the City of Peoria called the meeting to order at 10:06 a.m.

2. Approval of October 25, 2007 Draft Minutes

Mr. Moody asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. Bryan Jungwirth from the Regional Public Transportation Authority (RPTA) moved to approve the minutes as presented. Then, Mr. David Meinhart from the City of Scottsdale seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Moody announced the receipt of two cards requesting to speak to the Committee on agenda item #5 pertaining to Proposition 400 Noise Mitigation Funds. He informed the Committee and the audience that the speakers would be recognized when the agenda item was before the Committee. Mr. Moody then moved on to the Transportation Director's Report.

4. Transportation Director's Report

Mr. Eric Anderson, the MAG Transportation Director, presented the Transportation Director's Report. The first item on Mr. Anderson's report was Regional Area Road Fund (RARF) revenues. Mr. Anderson informed the Committee that October RARF revenues had increased 0.7 percent from October 2006. He also informed the Committee that year-to-date RARF revenues were up 0.4 percent from the previous year. However, the actual revenues were 2.1 percent lower than projected.

Mr. Anderson referenced a handout on RARF revenues that compared the November 2003 forecast included in the Regional Transportation Plan (RTP) to last year's forecast and to the Arizona Department of Transportation (ADOT) revised forecast. He noted that the forecasts were on target, and that revenues were \$15 million lower over the 20 year period.

Building a Quality Arizona (BQAZ) was the second item on the Transportation Director's Report. Mr. Anderson announced that a presentation and discussion on the status of the BQAZ statewide efforts would occur at the MAG Transportation Policy Committee (TPC) and Regional Council meetings in December. He reported that ADOT had hired a management consultant to run the statewide effort and was in the process of mobilizing resources.

Mr. Anderson added that under the Council of Governments (COG) and Metropolitan Planning Organizations (MPO) Association, MAG was the contracting entity for the Statewide Mobility Reconnaissance Study. One of the outputs of the study was a Sketch Planning Model at the statewide level. Mr. Anderson reported that the model calculated traffic volumes on Interstate 10 at 100,000 trips per day throughout most of the state. In addition, the model calculated a

tripling of traffic volumes on many of the state highways. Mr. Anderson reported that work on model would continue as part of the ADOT process and added that the model was a much needed tool for statewide planning.

Mr. Anderson announced that on Monday MAG staff would make a recommendation to the Executive Committee on a consultant for the Regional Transit Plan. He added that MAG hoped to have output from the plan that could feed into the statewide plan by the fall of 2008.

Next, Mr. Anderson announced that MAG has received CD-ROMs from the Federal Highway Administration (FHWA) on improving congestion through access management. He encouraged the committee take copies of the CD adding that access management was a great method to increase system capacity without expending a significant amount of funding.

Mr. Anderson informed the Committee that MAG was starting a Transportation Modeling Group in the area for MAG public sector partners. He announced that the first meeting of the group was scheduled for January 29, 2008 at 10:00 am. Mr. Anderson encouraged Committee members and member agency staff to participate in the group if they are interested and directed interested individuals to contact Vladimir Livshits.

In closing, Mr. Anderson reported that MAG had conducted public hearings on November 15th on the Annual Report on the Implementation of Proposition 400. He announced that transcripts of the meeting were available upon request and directed individuals to contact Jason Stephens at MAG for additional information. Mr. Moody thanked Mr. Anderson for his report and asked if there were any questions. There were none, and this concluded the Transportation Directors' Report.

5. Proposition 400 Noise Mitigation Funds

Mr. Moody reminded the Committee that two requests to speak on the agenda item had been received from the audience. Mr. Moody asked the Committee if they would like to hear the public comments before or after the presentation on the Proposition 400 Noise Mitigation Funds. The Committee decided to hear comments before the presentation. Mr. Anderson requested to make a few introductory remarks prior to hearing the speakers' comments and the Committee agreed.

Mr. Anderson directed the Committee members to the attachment in the agenda packet for the agenda item. He noted that the packet did not include the full version of the report, but that the full report was available on the MAG website at <http://www.mag.maricopa.gov/event.cms?item=6606>.

Mr. Anderson informed the Committee that the agenda item narrative was disseminated to the Committee and general public was incorrect. He explained that ADOT was not requesting approval on the funding of projects, but was requesting \$63,000 in funding to conduct a technical noise modeling study to determine if the proposed solutions would adequately mitigate noise. Mr. Anderson reiterated that the action on the agenda was not to recommend the projects for funding, but to recommend the use of funds for further analysis of the proposed solutions. According to ADOT, the analysis would require two months of effort and would

provide more accurate cost estimates.

Mr. Anderson reported to the Committee that the preliminary analysis of the projects was included in the agenda attachment and full report, which addressed 11 projects submitted for consideration that could be constructed for approximately \$17 million. He informed the Committee that under Proposition 400 for noise mitigation projects there was \$20.5 million in funding available. Mr. Anderson discussed a request by the City of Glendale to be reimbursed for \$9.3 million in expenditures for noise walls built by the City.

Then, Mr. Anderson reminded the Committee that the proposed action was to recommend funding to ADOT for the technical modeling study and not to recommend specific projects to receive funding. He stated that this concluded his report and that he would be happy to answer any questions or comments.

At this point, Mr. Moody recognized the requests to speak on the agenda item and asked Mr. Stephen Gould from the City of Scottsdale to address the Committee. Mr. Gould thanked the Committee for the opportunity to discuss the agenda item as well as the individuals involved in noise mitigation process. Mr. Gould also expressed the gratitude of the residents of the Astoria and Greenstone neighborhoods for conducting the noise mitigation study. According to Mr. Gould, in 1990 a privately-built 7 foot noise wall was constructed to divide 87th Street and Pima Rd. Currently, the noise wall is the only barrier in place for the last 17 years.

Mr. Gould discussed impact of development and capacity improvements made to Pima Rd. on residents. He expressed concern about the inadequacy of the current noise wall to mitigate noise levels in the area under the current conditions. He continued by stressing the concerns of the residents on the potential impact of planned capacity improvements, such as a High Occupancy Vehicle Lane (HOV), on the noise levels in the area.

Mr. Gould expressed excitement at the possibility of securing funding for noise walls in his area to mitigate the noise levels. He also disseminated a petition signed by the residents of Astoria and Greenfield in support of additional noise mitigation measures. Mr. Gould expressed gratitude about the construction and location of the 101 in the area and the improved quality of life experienced by the residents as a result of the 101; however, he requested that the noise wall be built in the area for benefit of the residents to continue to current quality of life. This concluded Mr. Gould's comments.

Mr. Moody thanked Mr. Gould for his comments, and invited Mr. Steve Dreiseszun from the City of Phoenix to address the Committee. Mr. Dreiseszun thanked the Committee for allowing him to speak and informed the Committee that he served as the President of the Historic Preservation Association. Mr. Dreiseszun reported that Interstate 10 alignment, which serves more than 260,000 vehicles per day, traverses his neighborhood creating a substantial amount of noise.

Mr. Dreiseszun expressed gratitude for the use of dedicated monies in Proposition 400 towards noise mitigation. According to Mr. Dreiseszun, the majority of improvements in his area have focused on rubberized asphalt. He acknowledged that this mitigation strategy has improved the quality of life in his neighborhood, but urged the Committee to consider alternative mitigation strategies, such as the construction of noise walls and the enforcement of the "Truck Muffler

Bill.”

Mr. Moody thanked Mr. Dreiseszun for his comments, and asked if the Committee had any questions or comments for the speakers or Mr. Anderson. There were none, and Mr. Moody asked the Committee if the members would like to make a motion on the proposed action to recommend \$63,000 in funding for ADOT to conduct additional technical analysis on the noise mitigation efforts. Mr. Terry Johnson from the City of Glendale made a motion to approve the \$63,000 in funding with the condition that on the historical information on the City of Glendale’s projects be added to the preliminary noise mitigation report. Mr. Anderson agreed to add the information provided by the City of Glendale in the application in the report. Ms. Ryall from the Town of Gilbert seconded the motion, and the motion was approved by the unanimous voice vote of the committee.

6. Programming of Projects for MAG Federal Funding in the 2009-2013 MAG Transportation Improvement Program

Mr. Moody invited Ms. Yazzie from MAG to present on the programming of projects for MAG Federal Funding in the 2009-2013 Transportation Improvement Program (TIP). He also announced that two parties would like to address the Committee in regards to the agenda item and asked if the Committee would prefer to hear the comments before or after Ms. Yazzie’s presentation. Mr. Jungwirth asked the Committee to hear Ms. Yazzie’s presentation first and then entertain the comments.

Ms. Yazzie announced the agenda item was proposed for action to recommend the programming of projects for MAG Federal Funding in the 2009-2013 TIP. She informed the Committee of the funding limitations for each category. The funding limitations by year and category were as follows: Bike and Ped - \$8.743 million (2013); Arterial/ITS - \$1.485 million (2009), \$6.892 million (2013); Paving Unpaved Roads - \$3.5 million (2010); and, Air Quality - \$7.509 million (2013).

Ms. Yazzie informed the Committee than 10 Bicycle projects were submitted requesting \$12.75 million in Congestion Mitigation and Air Quality (CMAQ) funding. Of those, eight projects were recommended to receive \$7 million in CMAQ funding. In addition, seven pedestrian projects were submitted requesting \$6.2 million in funds, and four projects were recommended for approval to receive \$1.739 million in funding. In total, 12 bicycle and pedestrian projects were recommended for approval by the MAG Bike and Ped Committee to receive \$8.743 million in funding.

Ms. Yazzie informed the Committee than seven Arterial/ITS projects were submitted requesting \$2 million in CMAQ funding for Fiscal Year (FY) 2009 . Of those, all seven projects were recommended for approval to receive \$1.485 million in CMAQ funding. For FY 2013, 17 Arterial/ITS projects were submitted for consideration to receive \$9.3 million in CMAQ funds. The MAG Arterial/ITS Committee recommended 15 projects receive \$6.892 in CMAQ funds. According to Ms. Yazzie, six projects were submitted for the paving of unpaved roads; these projects requested \$7.16 million in CMAQ funds. The TRC recommend 4 projects receive \$3.5 million in CMAQ funds at the Committee meeting in October 2007. For FY2013, the Air Quality Committee recommended that all six projects submitted receive \$7.5 million in CMAQ

funding.

After completing her summation, Ms. Yazzie reminded the Committee that the proposed action was to recommend the projects for MAG Federal Funding in the 2009-2013 Transportation Improvement Program (TIP). In addition, she offered to provide CMAQ scores and cost effectiveness measures used during the decision-making process to program specific projects.

Mr. Moody thanked Ms. Yazzie for her presentation. Then, Mr. Anderson announced to the Committee that the Arizona Department of Environmental Quality (ADEQ) has sent MAG a letter suggesting that all unpaved road projects receive funding. In addition, the letter suggested that the additional \$3.6 million in funding needed for the unpaved road projects should be taken from the bicycle and pedestrian program. After receiving the letter, MAG and ADEQ representatives met to discuss the issue. During the meeting, it was suggested that rather than identifying specific funding sources that MAG should continue to look for additional sources of funds. Mr. Anderson reported that another suggestion discussed during the meeting was the reprogramming of funds during the Closeout process, which are de-obligated or from redistributed obligation authority. He cautioned that this option would be limited to projects in FY 2009 and FY 2010.

Mr. Anderson expressed concerns to the Committee that the national highway trust fund may have a negative cash balance in FY 2009, which might significantly reduce funding in FY 2009 and FY 2010. The reduction in funding could continue in subsequent years if the imbalance was not addressed by the US Congress. MAG staff has explained to member agencies that programming will continue in a normal fashion at this point because the expectation is the account will be in balance within the next two to three years. Mr. Moody thanked Mr. Anderson for his comments and asked the Committee if they would like to discuss the agenda item.

Mr. Lance Calvert from the City of El Mirage expressed concerns about the Bicycle and Pedestrian Committee's recommendations on projects to receive federal funding. He expressed the desire for transparency and suggested clarification be provided in recommendation process in regards to how a project is rated, ranked, and selected as well as how funding was distributed. Mr. Calvert continued expressing concern that these aspects were not followed to the City of El Mirage's standards.

Mr. Calvert questioned why certain projects submitted by the City of El Mirage were not recommended and requested follow-up on the decision not to recommend the projects for funding. He informed the Committee that the El Mirage application was complete and submitted on-time. Mr. Calvert continued stating that the projects went before the Air Quality Committee and received both Air Quality and Bike/Ped scores from the Committee. According to Mr. Calvert, the City of El Mirage did not receive an application status update after the meeting.

Mr. Calvert informed the Committee that prior to the Bike/Ped Committee meeting in October, the representative from El Mirage has been approached informally and asked what funding the City would be willing to accept for projects submitted for funding. Mr. Calvert stated that the representative waived the informal discussion in lieu of a formal presentation before the Bike/Ped Committee. According to Mr. Calvert, during the Bike/Ped Committee meeting the

application submitted by El Mirage was dismissed as being incomplete and dropped from consideration. Mr. Calvert reiterated the City's position that the selection process was not transparent and requested continued discussion of the selection process. He suggested a motion should be made by the Transportation Review Committee to table the Bike/Ped recommendations and form a working group to address the City of El Mirage's concerns.

Mr. Moody thanked Mr. Calvert for his input and asked Mr. Anderson if he would like to address the City of El Mirage's concerns. Mr. Anderson informed the Committee that MAG staff reviews each application submitted to ensure that all required information is provided. In addition, MAG staff also contacts each jurisdiction if additional information or further clarification is needed. In regards to the El Mirage application, MAG staff presented the City with a number of questions. In response, El Mirage prepared a revised application to present at the Bike/Ped Committee meeting. Mr. Anderson stated that it was unclear if MAG staff clarified to the Committee that El Mirage was contacted for additional information and clarification on their application.

Mr. Anderson informed the Committee that the original El Mirage application requested funding for four separate trails. He added that MAG staff informed El Mirage that each trail required a specific funding amount. Mr. Anderson reported that MAG staff has conducted internal discussions with regards to the review of applications. Issues presented during the internal review included the role of MAG staff responsibilities in assisting member agencies and the process of addressing incomplete applications. Internally, MAG is attempting to determine if MAG staff should take a proactive approach in application process or allow applications to stand on their own merit before the modal committees as submitted by the MAG member agency.

In response, Ms. Patrice Kraus from the City of Chandler expressed gratitude to MAG for the assistance provided by MAG staff to small and growing communities and suggested that MAG staff continue to assist member agencies in the same fashion. Ms. Kraus also expressed concern about the suggestion to form a subcommittee of the TRC to review the recommendations made by the modal committees. She reasoned that it is the current role of the TRC to review modal committees' recommendations and weigh in on these recommendations during the Committee meeting. In addition, the modal committee recommendations must be reviewed and approved by the TRC before they may continue through the MAG Committee Process and be heard by the Management Committee and Regional Council. She concluded her comment by stating she would not support a recommendation to form a subcommittee of the TRC to review the modal committees' recommendations.

Mr. Calvert thanked Ms. Kraus for her input. Mr. Calvert informed the Committee that it was the City of El Mirage's position that the City does not have four separate projects as stated by Mr. Anderson. Mr. Calvert continued stating the City of El Mirage did not make a material change to the application; however, the City did provide additional information for clarification purposes. Then, Mr. Calvert expressed concerns about how the TRC could recommend projects for funding without a summary transmittal from the technical committee(s) justifying the recommendation of projects for funding and the allocation of funding recommended. He also postulated as to how the Committee could make an effective determination without forming a working group to review the projects submitted. Discussion followed.

Ms. Tami Ryall from the Town of Gilbert and the Chair of the MAG Bicycle/Pedestrian Committee addressed Mr. Calvert's comments. She reminded Mr. Calvert that funding for all projects was limited and that it was the intention of the committee to distribute funding fairly to numerous projects throughout the MAG geographic area. Discussion followed. Mr. Scott Lowe from the Town of Buckeye suggested that in the future and in order to avoid this issue that MAG staff consider including reasoning for the funding recommendations made by the modal committees.

Mr. Moody reminded the Committee that MAG staff would conduct internal discussion and review the application process. Ms. Yazzie added that MAG staff could provide a summary table and text of the modal committees' decisions for the TRC. Ms. Yazzie also informed the Committee that in November MAG had conducted the first meeting on the MAG Federally Funded projects process. She reported that the meetings establish a set of principles for the entire programming process by FY 2009 and informed the Committee that the next meeting would be held in January.

Mr. John Hauskins from Maricopa County reported finding the assistance of MAG staff helpful during the application process. He continued expressing concerns about the possibility of MAG staff assistance being withdrawn in the future due to these discussions and possible committee action. He also empathized with the positions both of the City of El Mirage and the Bike/Ped Committee Chair, acknowledging the difficulty of the application process.

Ms. Kelly LaRosa, the proxy for Mr. David Fitzhugh from the City of Avondale, informed the Committee that the Bike/Ped representative from Avondale ranked the El Mirage projects in question as the highest priority. Ms. LaRosa continued stating it was the City of Avondale's position that the El Mirage projects were the most worthy and should be considered for funding.

Mr. Moody asked Ms. Yazzie if the El Mirage project was officially reviewed and ranked or separated into four distinct projects. Ms. Yazzie deferred to the Chair of the Modal Committee, Ms. Tami Ryall from the Town of Gilbert. Ms. Ryall stated that the El Mirage Bike/Ped representative had been asked to phase the application and refused. Discussion followed.

Ms. Yazzie addressed the Committee and requested that if the Committee decided to send the projects in question back to the Bike/Ped Committee that the TRC consider approving the remaining projects for funding. Then, only the Bike/Ped projects would be behind in the funding approval process. Mr. Scott Butler from the City of Mesa expressed concerns about the precedent the motion proposed by the City of El Mirage would establish. He also praised MAG staff for their assistance in the funding application process and asserted that it was his belief that the MAG Process is not flawed.

Ms. Maureen DeCindis from MAG requested to address the Committee. Ms. DeCindis informed the Committee that she contacted the Bike/Ped representative from El Mirage and requested additional information to include with the application. In addition, MAG staff suggested that the representative prepare a breakdown of funding by phased project or by segment.

Mr. Moody thanked Ms. DeCindis for her comments and reminded the Committee the City of El Mirage's motion to breakout the Bike/Ped recommendations from the agenda item. Mr. Randy Overmyer from the City of Surprise seconded the motion. A vote was conducted by a show of hands. The motion failed with seven committee members voting in favor of the motion and 14 members voting not in favor.

After the vote, Mr. Moody welcomed Ms. Lloyce Robinson the City Manager from the Town of Youngtown to speak before the Committee. Ms. Robinson informed the Committee that Youngtown's request for funding to pave unpaved roads recently was denied through the MAG Committee process. She presented a map of the proposed project and explained that currently Youngtown has 8.5 miles of unpaved alleys and roads within a 1 square mile area.

Ms. Robinson explained that at the time project applications were due neither she nor her staff had this information available to them. Since the initial application deadline, Youngtown has determined the average daily trips on these unpaved roads are at least 200 trips per day. She continued explaining that at least 10 citizens use the alleys exclusively to gain access to their residences.

Ms. Robinson informed the Committee that the initial application requested \$700,000 in regional funding with a \$300,000 local match. She announced the town's commitment to finding additional funding for the project and stressed the need to receive regional funds. Ms. Robinson continued explaining that Youngtown staff followed the proper process and was not notified by MAG staff that the application was incomplete. She explained that without the regional funding or a portion of the regional funding requested that the Youngtown may not be able to achieve the committed measure of paving the unpaved roads.

Ms. Robinson then asked the Committee to reconsider the decision not to allocate funding to pave these roads. She informed the Committee that the Youngtown has been watering the roads and alleys to combat the PM-10 issue. This concluded Ms. Robinson's comments to the Committee.

Ms. Yazzie offered to provide the Committee and audience members with the handout of cost-effectiveness scores upon request. Mr. Anderson reminded the Committee of his previous remarks pertaining to the Arizona Department of Environmental Air Quality adding that each year an effort is made to free up additional monies to pave more dirt roads. He added that last year an additional \$5 million was located. Discussion followed.

Mr. Moody referenced the handout disseminated by Ms. Yazzie. Mr. Moody attributed the lack of funding to the cost-effectiveness scores listed on the handout, which ranked Youngtown's project last in terms of cost-effectiveness. Mr. Moody asked MAG staff if all of the information was included at the time the application was submitted.

Ms. Yazzie replied that the application was complete and went through the normal MAG

committee process. She explained that at the September meeting the Air Quality Committee meeting decided to recommend funding based on cost-effectiveness. According to this methodology, the cities of Phoenix and El Mirage would have received the funding in question. At the October meeting of the TRC, the Committee opted to modify the recommendation to partially fund projects in Phoenix, El Mirage, Chandler and Fort McDowell.

Ms. Robinson inquired if the cost-effectiveness ranking would change given the updated knowledge of 200 daily trips instead of the 10 daily trips initially reported. Ms. Yazzie directed the question to Mr. Dean Giles from MAG. According to Mr. Giles, additional trips would have resulted in the Youngtown project being ranked at the top of the list in terms of cost effectiveness at \$125 per metric ton. Ms. Yazzie informed that Committee that MAG staff was informed on the difference in daily trips within the 48 hours prior to the TRC meeting.

Mr. Hauskins asked if the Town of Youngtown could support the revised daily trips with traffic measurements. Ms. Robinson explained that currently the town did not have hard data in part because of the lack of funding needed to develop the data. She continued explaining the methodology used to determine the 200 daily trips. Discussion followed.

After the discussion, Mr. Hauskins motioned to accept the recommendations as presented by MAG staff. Mr. Terry Johnson from the City of Glendale seconded the motion, and the motion was approved by the unanimous voice vote of the Committee.

7. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Mr. Moody invited Ms. Yazzie to present the proposed amendments and administrative modifications to the FY2008-2012 TIP. Ms. Yazzie directed the Committee's attention to the handout provided in the agenda packet and informed the Committee that all of the recommended changes would effect the air quality conformity analysis. She explained that the majority of the requests by ADOT could be attributed to changes in project costs. Changes requested by MAG member agencies fell into two categories: Surface Transportation Program Transportation Enhancement Funds (TEA) and Hazard Elimination Safety Funds (HES). In both cases, these funds were not added to the TIP earlier in the year.

Ms. LaRosa from the City of Avondale informed the Committee that the agenda item was an example of where member agencies could benefit from the assistance of MAG staff. She stated that the City of Avondale was unaware of the process of including projects in the TIP, which resulted in project delays. Ms. Yazzie responded to Ms. LaRosa's comments and explained that TEA and HES funded projects must go through the ADOT process not the MAG process.

Ms. Yazzie informed the Committee that last month an ADOT/MPO statewide meeting was held on this issue. During the meeting, MAG requested additional clarification on the process. She reported that MAG is currently working with ADOT to clarify the issue at both the state and MPO level. Discussion followed.

Mr. Moody thanked Ms. Yazzie for her presentation. Mr. David Meinhart from the City of Scottsdale motioned to approve the proposed amendments and administrative modifications to

the FY2008-2012 TIP. Mr. Don Herp from the City of Phoenix seconded, and the motion was approved by a unanimous voice vote of the Committee.

8. Status of Local Sponsored Federal Funded Projects

Mr. Anderson informed the Committee that the agenda item on the status of local sponsored federally funded projects was postponed at this time stating that the item would be heard at the January 2008 meeting of the Transportation Review Committee.

9. MAG Occupancy Study Presentation

Mr. Moody invited Mr. Wang Zhang from MAG to present a report on the MAG Occupancy Study. As part of his presentation, Mr. Zhang introduced Mr. Mike Simpson and Mr. Keith Winney from the United Civil Group, who assisted MAG in conducting the Occupancy Study. Mr. Zhang informed the Committee that the Occupancy Study was the first update conducted since 1992. According to Mr. Zhang, the purpose of the study was to update auto occupancy rates in the MAG travel demand forecasting model, monitor occupancy patterns and trends, and evaluate High Occupancy Vehicle (HOV) usage and vehicle classification. The deliverable for the study included an executive summary, final report, and vehicle occupancy database.

Then, Mr. Zhang invited Mr. Simpson to present the data collection portion of the report. Mr. Simpson informed the Committee that the United Civil Group (UCGC) conducted the data collection for the MAG Occupancy Study. According to Mr. Simpson, UCGC collected data at 119 sites in the Central Business District (CBD) as well as at urban and suburban locations. The locations used included freeways with an HOV lane, freeways without an HOV lane, and arterial roads.

Mr. Simpson reported on the methodology and limitations of the data collection process. He informed the Committee that UCGC collected data manually at the street level as it was the best method available. He addressed limitations of the data collection process, which included Arizona Department of Transportation (ADOT) permit restrictions that required the field units to remain in their vehicles during the data collection for safety purposes. Other limitations included visual restriction such as counting across multi-lane roads and counting from the street level in order to view vehicle occupancy.

Mr. Simpson informed the Committee that a standard count board was used during the data collection process. The board was then customized to include motorcycles, buses, passenger vehicles, trucks, and delivery trucks. Data collected included automobile occupancy, speed, and volume by vehicle classification. For the purposes of data collection, UCGC classified peak travel times as morning (AM) from 6:00 a.m. to 9:00 a.m.; evening (PM) from 3:00 p.m. to 7:00 p.m; or off peak travel times, which consisted of all times not considered AM or PM peak hours.

After discussing the data collection, Mr. Simpson invited Mr. Zhang to present the occupancy characteristics and trends indicated by the MAG Occupancy Study analysis. Mr. Zhang reported a decrease in the average automobile occupancy rates from 1.34 in 1992 to 1.23 in

2006-2007. In addition, he reported a significant decrease in the mid-day occupancy rates. In contrast, the AM occupancy rate increased.

Next, Mr. Zhang discussed High Occupancy Vehicle Lane (HOV) usage. The study results indicated that in general, HOV lanes carried fewer vehicles than the general purpose (GP) lanes. An exception to this trend was Interstate 10 (I-10) eastbound at 19th Avenue. According to the study, the rates for overall person throughput on the interstate system was as follows:

- HOV Lanes 52% vs. 48% GP Lanes (AM+PM)
- HOV Lanes 54% vs. 46% GP Lanes (AM)
- HOV Lanes 51% vs. 49% GP Lanes (PM)

The percentage of sites with a higher person throughput efficiency in HOV lanes than GP lanes included 57% (AM+PM), 59% (AM), and 55% (PM).

Mr. Zhang informed the Committee that HOV lane violation rates in AM and PM hours were approximately equal. He reported that Interstate 17 (I-17) and State Route 51 (SR-51) experienced higher violation rates than other areas. The study results indicated the AM and PM hour HOV lane violation rates between 23-28% at various locations in the area as listed below.

AM HOV Lane Violation Rates

- I-10 EB/7th St, 24%
- I-17 NB/Thomas, 26%
- I-17 SB/Glendale, 26%
- SR-51 SB/Thomas, 24%
- SR-51 SB/Northern, 23%
- I-17 SB/Greenway, 24%.

PM HOV Lane Violation Rates

- I-17 NB/Thomas, 28%
- SR-51 SB/Thomas, 27%
- I-17 NB/Thunderbird, 28%
- SR-51 SB/Northern, 23%

According to Mr. Zhang, the HOV lane violation rate for the entire valley was approximately 15%. He reported that violation rates tended to be highest during the first hour of the PM and the last hour of the AM peak hours. He informed the Committee that based on the study results the HOV violation rate for the entire valley exceeds the national average. Mr. Zhang continued and compared the valley's HOV violation rates to the rates identified in the National Cooperative Highway Research Report (NCHRP) HOV Systems Manual. According to the NCHRP HOV Systems manual, the national HOV violation rate for barrier separated and contraflow lanes typically was between 1-3% whereas the rate for non-barrier separated lanes ranged between 5-15%. Mr. Zhang informed the Committee that currently the Phoenix HOV system does not have a barrier/curb system for HOV lanes. He attributed the high violation in the area to the ability of drivers to temporarily use the HOV lane as an express lane or to pass other vehicles.

Mr. Zhang concluded his report by summarizing the findings of the MAG Occupancy Study. These findings showed that overall auto occupancy rates dropped over the last fifteen years.

Although I-10 and I-17 HOV lanes are being utilized the most, the violation rates were higher on I-17 and SR-51. Mr. Moody thanked Mr. Zhang for his report.

Mr. Jungwirth thanked MAG for conducting the study and commented that in the future it would be preferable to use more technically advanced in the equipment for this type of study. He inquired if the report included recommendations and encouraged MAG staff to forward the report to the Governor's Office, particularly if the report included recommendations. He asked Mr. Zhang how buses and vanpools were calibrated for the study. Mr. Zhang reported that the data presented to the Committee at the meeting did not include data on the occupancy of buses and vanpools. Mr. Moody asked if there were any additional questions. There were none, and this concluded Mr. Zhang's report.

10. Transportation Review Committee 2008 Meeting Schedule

Mr. Moody announced the 2008 Transportation Review Committee meeting schedule. There were no comments or objections, and Mr. Moody continued on to the next agenda item.

11. Member Agency Update

Mr. Moody asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their communities.

Mr. David White from the Gila River Indian Community announced that the Indian Community approved right of entry for two studies, the Interstate 10 and the Loop 202 studies. He noted that the approval of the right of entry did not indicate a change in the community's position on the Loop 202 project and added that he would keep the Committee informed as the studies progressed.

Mr. Robert M. Cicarelli from the Town of Paradise Valley informed the Committee that Lincoln Drive was under construction for the installation of sidewalks on the southside between 32nd Street to 64th Street. As a result, there would be intermittent lane restrictions eastbound in the outside lane for the next 6 months while the construction takes place.

After Mr. Cicarelli's comments, Mr. Moody asked if there were any additional comments. There were none, and this concluded the Member Agency Update.

12. Next Meeting Date

Mr. Moody informed members in attendance that the next meeting of the Committee would be held on January 31, 2008. There being no further business, Mr. Moody adjourned the meeting at 12:03 p.m.